

## Motion No. M2025-16

### Contract Modification for Program Management Support Services for the West Seattle and Ballard Link Extensions

Meeting:	Date:	Type of action:	Staff contact:
Board	04/24/2025	Final action	Terri Mestas, Deputy CEO, Capital Delivery <b>Brad Owen, Executive Director</b> Anthony Pooley, Principal Construction Manager

### Proposed action

Authorizes the chief executive officer to execute a contract modification to the Program Management Support Services contract with Connect Seattle Partners, a Mott MacDonald/WSP Joint Venture, to exercise an option for Phase II services and extend the term of the contract for one year in the amount of \$37,700,080, with a 10 percent contingency of \$3,770,008, totaling \$41,470,088, for a new total authorized contract amount not to exceed \$83,209,716, contingent upon adoption of Resolution No. R2025-10.

### Key features summary

- Connect Seattle Partners (CSP) has been providing services under a Program Management Support Services (PMSS) contract for the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) Projects (collectively “projects”) since January 2024. The contract period of performance was for 18 months (January 2024 to June 2025).
- The contract scope includes a broad range of program management services, not limited to support of planning, environmental efforts, design, procurement, permitting and third-party management, project controls, federal funding, and construction for WSLE, BLE and infill stations, and provides technical experts as needed.
- This modification exercises a contract option to provide Phase II Final Design services and to extend CSP’s contract from July 2025 to June 2026, for a negotiated not to exceed amount of 37,700,080, plus a 10% contract contingency.
- The contract scope includes supporting the cost workplan to realize cost savings and improve affordability by advancing programmatic and project-specific measures and opportunities, including across design, construction, indirects, market conditions, and right-of-way opportunities.
- CSP will provide staff augmentation to the Sound Transit project teams as extensions of Sound Transit staff and work under the direction of Sound Transit.
- CSP’s one-year scope also includes continuing to provide program management services during Phase I Program Management Initiation.
- Funding and execution of this contract modification is contingent upon Board authorization of Resolution No. R2025-10.

## Background

The West Seattle Link Extension (WSLE) will build the first operating segment of the 3 Line from the SODO neighborhood to the Alaska Junction neighborhood in West Seattle, adding over 4 miles of light rail service to the Sound Transit system. The project contemplates four new stations, a bridge over the Duwamish West Waterway, elevated guideways and tunnel. The extension will eventually connect to the existing downtown tunnel (DSTT) and provide light rail service between West Seattle and Everett. The West Seattle Link Extension Final Environmental Impact Statement (EIS) was issued in September 2024. The Federal Transit Administration anticipates issuing its Record of Decision (ROD) for the project by April 29, 2025.

The Ballard Link Extension (BLE) will extend the 1 Line from the SODO neighborhood to Ballard adding over 7 miles of light rail service to the Sound Transit system. The project contemplates nine new stations, a new tunnel through downtown Seattle, South Lake Union and Seattle Center, elevated guideway through Interbay and a tunnel under the Lake Washington Ship Canal. The extension will connect to the existing 1 Line near SODO Station and ultimately provide light rail service between Tacoma Dome and Ballard.

The Program Management Support Services (PMSS) contract for WSLE and BLE provides a broad range of program support for both projects. The contract scope includes continuing to provide program management services, not limited to support of planning, environmental efforts, design, procurement, permitting and third-party management, project controls, federal funding, and construction for WSLE, BLE and infill stations, and provides technical experts as needed.

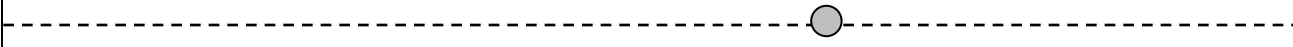
Connect Seattle Partners (CSP) has been providing Phase 1 Program Management Initiation services for the WSLE and BLE projects since January 2024. The initial contract period of performance was for 18 months (January 2024 to June 2025). The contract scope of services provided is negotiated in phases to align with the phases of the projects. This first contract modification is intended to continue Phase 1 services and to exercise the Contract Option to begin Phase 2 Final Design services. This modification also extends the contract by one year to initiate certain work for Phase 2 at the direction of Sound Transit. The term of the full scope of Phase 2 Final Design is anticipated to be six years.

The WSLE and BLE projects, and all ST3 projects, are being evaluated for cost savings opportunities. As a consequence of this, the exact timings and scopes of some construction contracts for WSLE and the overall scope and timing of BLE (beyond the current DEIS process) are not yet fully defined. This uncertainty makes it difficult to fully scope a long-term extension of CSP's contract at this time.

During the one-year period requested in this action, it is expected that the WSLE project will move into Final Design, and the BLE project is expected to complete its Final Environmental Impact Statement and move closer to selecting the Project to be built and obtaining a Record of Decision. The not-to-exceed amount for the one-year period requested was negotiated assuming a schedule and full scope of the projects, however use of full budget is contingent upon Board direction regarding these projects, and Sound Transit direction to the PMSS consultant. The consultant will be compensated only for the scope of work performed.

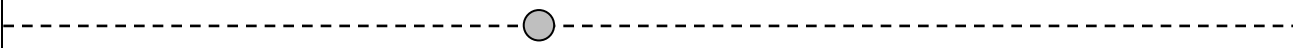
## Project status

### West Seattle Link Extension

					
Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction

Current project status, performance metrics, and additional information are located on page 17 of the February 2025 System Expansion Monthly Status Report.

### Ballard Link Extension

					
Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction

Current project status, performance metrics, and additional information are located on page 16 of the February 2025 System Expansion Monthly Status Report.

## Procurement information

Contract RTA/AE 0070-23 (Program Management Support Services for the West Seattle and Ballard Link Extensions) was executed on 5 January 2024, for an initial period of 18 months ending June 30, 2025. The contract is a cost-plus fixed fee contract.

The contract contains contract options for each phase of the contract services and to extend the term of any phase of the scope, to be exercised in writing at the sole discretion of Sound Transit. This action exercises the option for Phase 2 to initiate Phase 2 Final Design scopes of services, as directed by Sound Transit and extends the term of the contract for one year. The duration of Phase 2 scope of services is anticipated to be six years. Phase 1 – Program Management Initiation has an anticipated duration 1.5 – 2.5 years that may overlap with the performance of Phase 2 Final Design services. All services are provided at the direction of Sound Transit, and the consultant is reimbursed for the costs of the services provided.

Negotiations between Sound Transit and CSP for this contract extension took place at several meetings between February 24, 2025, and March 14, 2025. In view of the shift to a staff augmentation approach, the negotiations were focused on establishing an agreed Level of Effort based on a jointly developed draft scope of work for the one-year term. Negotiation of costs and commercial terms were based on the anticipated scope and schedule for a 7% reduction in cost and 2% reduction in level of effort from the initial price proposal.

The negotiated amount of \$37,700,080 for 2025-2026 services is deemed fair and reasonable by Procurement in conjunction with the project team after reviewing the Independent Cost Estimate, current market rates, and current audited rates provided by the firms and negotiations in accordance with the contract terms.

## Fiscal information

This action is contingent upon Board approval of the West Seattle Link Extension budget amendment outlined in Resolution No. R2025-10: Budget Amendment for West Seattle Link Extension and Ballard Link Extension Consultant Service Contracts. This is a concurrent action with Motion No. M2025-17: Contract Execution for Engineering and Design Services for the West Seattle Link Extension.

This action authorizes final design expenditures on a project that exceeds the financial plan value according to the 2024 preliminary cost estimate, and therefore potentially impacts the timely deliverability of other system expansion projects. As a result, authorization of this action requires an affirmative two-thirds majority vote of the Board due to Resolution No. R2021-05, Section 6.

### West Seattle Link Extension

The most recent West Seattle Link Extension (WSLE) preliminary cost estimate from 2024 – representing the agency’s estimate at this stage of project development and design – has been projected to be between \$6.7 billion and \$7.1 billion (2024\$). To address rising project costs, the agency is developing a workplan to assess project affordability and explore programmatic, financial, and project-level strategies to improve the agency’s financial position. The impact of the recent preliminary cost estimate is not yet known and will be evaluated as part of this process.

The authorized allocation for the WSLE project is \$331,740,863. Within the \$76,212,000 agency administration phase, \$45,077,522 has been allocated to the budget line item for Connect Seattle Partners Joint Venture (PMSS). This action would commit an additional \$34,100,000 to this line item and leave a phase budget balance of \$17,406,130.

#### West Seattle Link Extension

(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$76,212	\$24,706	\$34,100	\$58,806	\$17,406
Preliminary Engineering	111,460	92,645		92,645	\$18,815
Final Design	-	-	-	-	-
Third Party	6,087	2,819	-	2,819	3,268
Right of Way	137,982	10,962	-	10,962	127,020
Construction	-	-	-	-	-
Construction Services	-	-	-	-	-
<b>Total</b>	<b>\$331,741</b>	<b>\$131,132</b>	<b>\$34,100</b>	<b>\$165,232</b>	<b>\$166,509</b>
<b>Phase Detail - Agency Administration</b>					
Connect Seattle Partners Joint Venture (PMSS)	\$45,078	\$10,978	\$34,100	\$45,078	\$
Other Agency Administration	31,134	13,728	-	13,728	17,406
<b>Total Phase</b>	<b>\$76,212</b>	<b>\$24,706</b>	<b>\$34,100</b>	<b>\$58,806</b>	<b>\$17,406</b>

#### Notes:

Amounts are expressed in Year of Expenditure \$000s.

For detailed project information, see page 141 of the 2025 Adopted Budget & Financial Plan.

\* Board Approvals = Commitment and PO Contingency Remaining as of 2/28/2025.

### Ballard Link Extension

The current cost carried in the Financial Plan for the Ballard Link Extension (BLE) project is \$11.4 billion in 2024\$ with an assumed in-service date of 2039. This represents the project cost updated at time of Board Resolution No. R2021-05, adopted in August 2021. Due to significant cost increases on other projects, the agency is currently updating this project’s cost estimate, but the impact remains unknown.

The authorized allocation for the BLE project is \$814,019,999. Within the \$98,815,000 agency administration phase, \$38,162,106 has been allocated to the budget line item for Connect Seattle Partners Joint Venture (PMSS). This action would commit an additional \$7,400,000 to this line item and leave a phase budget balance of \$17,271,244.

#### Ballard Link Extension

(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$98,815	\$74,144	\$7,400	\$81,544	\$17,271
Preliminary Engineering	293,100	267,218	-	267,218	\$25,882
Final Design	-	-	-	-	-
Third Party	11,350	7,630	-	7,630	3,720
Right of Way	410,755	6,091	-	6,091	404,664
Construction	-	-	-	-	-
Construction Services	-	-	-	-	-
<b>Total</b>	<b>\$814,020</b>	<b>\$355,082</b>	<b>\$7,400</b>	<b>\$362,482</b>	<b>\$451,538</b>
<b>Phase Detail - Agency Administration</b>					
Connect Seattle Partners Joint Venture (PMSS)	\$38,162	\$30,762	\$7,400	\$38,162	\$
Other Agency Administration	60,653	43,382	-	43,382	17,271
<b>Total Phase</b>	<b>\$98,815</b>	<b>\$74,144</b>	<b>\$7,400</b>	<b>\$81,544</b>	<b>\$17,271</b>

#### Notes:

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For detailed project information, see page 145 of the 2025 Adopted Budget & Financial Plan.

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## Disadvantaged and small business participation

### Participation by small businesses and disadvantaged business enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Consistent with Sound Transit Policies and federal regulations, Sound Transit has established small business/DBE goals for this contract. These goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of small businesses/DBEs available to perform such subcontracting work.

For this specific contract, the following goals were set and the successful Bidder/Proposer has committed to the following small business/DBE participation:

Small business and disadvantaged business enterprise (DBE) goals		
Sound Transit small business goal: 0%	Small business commitment: 5.16%	Current Small Business Attainment 14.53%
DBE goal: 15.0%	DBE commitment: 15.15%	Current DBE Attainment 12.68%

## Public involvement

Sound Transit is committed to actively seeking public feedback at all project stages for the West Seattle and Ballard Link Extension Projects with the overarching goal of fostering public trust through transparent communication, meaningful involvement and being responsive to concerns and issues. The project team will continue reaching out to communities, businesses, stakeholders, and agencies to shape the project by asking questions, holding conversations with project staff and seeking out ideas and comments.

## **Time constraints**

A delay of this action will have a significant impact on the Project Schedule

## **Prior Board/Committee actions**

Resolution R2024-22: Selected the route, profile, and stations to be built for the West Seattle Link Extension project.

Motion M2024-59: Directed the chief executive officer to develop a workplan on measures the agency will pursue to address rising project costs and inform future baselining decisions on the West Seattle Link Extension project.

Motion M2023-111: Authorizes the chief executive officer to execute a contract with WSP USA, Inc., a Joint Venture Member, Mott MacDonald LLC, a Joint Venture Member, and Connect Seattle Partners Joint Venture for Program Management Support Services for the West Seattle and Ballard Link Extensions in the amount of \$37,945,116, with a 10 percent contingency of \$3,794,512, for a total authorized contract amount not to exceed \$41,739,628, contingent upon approval of Resolution No. R2023-40.

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**Environmental review** – KH 3/24/25

**Legal review** – JSA 4/18/25

## **Motion No. M2025-16**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification to the Program Management Support Services contract with Connect Seattle Partners, a Mott MacDonald/WSP Joint Venture, to exercise an option for Phase II services and extend the term of the contract for one year in the amount of \$37,700,080, with a 10 percent contingency of \$3,770,008, totaling \$41,470,088, for a new total authorized contract amount not to exceed \$83,209,716, contingent upon adoption of Resolution No. R2025-10.

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Sound Transit direction to the PMSS consultant. The consultant will be compensated only for the scope of work performed.

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CSP will provide staff augmentation to the Sound Transit project teams as extensions of Sound Transit staff and work under the direction of Sound Transit.

CSP’s one-year scope also includes continuing to provide program management services during Phase I Program Management Initiation.

Funding and execution of this contract modification is contingent upon Board authorization of Resolution No. R2025-10.

**Motion**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized, notwithstanding the provisions of Resolution No. R2021-05, to execute a contract modification to the Program Management Support Services contract with Connect Seattle Partners, a Mott MacDonald/WSP Joint Venture, to exercise an option for Phase II services and extend the term of the contract for one year in the amount of \$37,700,080, with a 10 percent contingency of \$3,770,008, totaling \$41,470,088, for a new total authorized contract amount not to exceed \$83,209,716, contingent upon adoption of Resolution No. R2025-10.

APPROVED by no less than a 2/3 affirmative vote of the entire membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on \_\_\_\_\_.

\_\_\_\_\_  
Dave Somers  
Board Chair

**Attest:**

\_\_\_\_\_  
Kathryn Flores  
Board Administrator